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In the claims:

All of the claims standing for examination are presented below. Claims 1, 2, 7 - 12, and 17 - 20 are amended, and claims 4, 6, 14 and 16 are canceled in the present response.

1. (currently amended) A pegboard system for constraining items of cargo in transit, comprising:

one or more pegboards to cover a cargo support area, the pegboards having an upper surface with openings for pegs; and

a plurality of pegs sized to fit into the openings in the pegboards to constrain the items of cargo from substantial lateral movement;

elastic top elements engaging one or more of the pegs

wherein the top elements have a greater lateral extent than the pegs, thereby providing protection between the pegs and the items of cargo.

2. (currently amended) The system of claim 1 wherein ~~individual~~ the pegboards each have lateral interfaces for joining to cover the cargo support area.

3. (original) The system of claim 2 wherein the lateral interfaces are dovetail shapes.

4. (canceled)

5. (original) The system of claim 1 wherein the openings are round holes extending at least part way through a thickness of the pegboard, and the pegs are round shafts having a diameter to firmly engage the openings.

6. (canceled)

7. (currently amended) The system of claim 6 1 wherein the pegs are hollow tubes and the

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top elements comprise an extension portion for engaging the inside of the tube.

8. (currently amended) The system of claim 1 further comprising straps for engaging the pegs to further constrain the items of cargo, ~~the straps~~ each strap having ends an end enabled to attach to ~~individual pegs~~ a peg.

9. (currently amended) The system of claim 8 wherein the ends of the straps are enabled by sleeves to slidably engage the pegs.

10. (currently amended) The system of claim 9 wherein the sleeves have a height less than one half the height of the pegs, such that the sleeves from two ~~different of the~~ straps may engage ~~the same peg~~ one of the pegs simultaneously.

11. (currently amended) A method for constraining cargo in transit, comprising the steps of:

- (a) covering at least a portion of a cargo area with one or more pegboards each having an upper surface with openings for pegs;
- (b) placing an item of cargo on the pegboard; and
- (c) placing pegs in the openings in the one or more pegboards in a pattern around the item of cargo to constrain the item from lateral movement; and
- (d) engaging one or more elastic top elements to one or more of the pegs, the top elements having a greater lateral extent than the pegs, thereby providing protection between the pegs and the item of cargo.

12. (currently amended) The method of claim 11 wherein ~~individual~~ the pegboards have lateral interfaces for joining to cover the cargo support area, and including a step for engaging the pegboards by the lateral interfaces.

13. (original) The method of claim 12 wherein the lateral interfaces are dovetail shapes.

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14. (canceled)

15. (original) The method of claim 11 wherein the openings are round holes extending at least part way through a thickness of the pegboard, and the pegs are round shafts having a diameter to firmly engage the openings.

16. (canceled)

17. (currently amended) The method of claim ~~16~~ 11 wherein the pegs are hollow tubes and the top elements comprise an extension portion for engaging the inside of the tube.

18. (currently amended) The method of claim 11 further comprising a step for engaging straps the between the pegs to further constrain the item of cargo, ~~the straps~~ each strap having ends an end enabled to attach to ~~individual pegs~~ a peg.

19. (currently amended) The method of claim 18 wherein the ends of the straps are enabled by sleeves to slidably engage the pegs.

20. (currently amended) The method of claim 19 wherein the sleeves have a height less than one half the height of the pegs, such that the sleeves from two different of the straps may engage ~~the same peg~~ one of the pegs simultaneously.